AMENDMENTS TO CLAIMS

1.   (Previously Presented) A method of testing electromagnetic signal strength near a target area, comprising:

establishing test parameters including a time parameter and a geographic parameter, wherein the time parameter comprises a time-of-day testing window;

operating a fleet of vehicles serving a territory near said target area, each of said vehicles being assigned to one of a plurality of routes according to a dispatch plan that is configured for purposes other than electromagnetic signal testing, said dispatch plan comprising vehicle data and route data;

comparing said test parameters to said dispatch plan for each of said plurality of routes;

identifying one or more optimal routes from among said plurality of routes based on the results of said comparing, said optimal routes comprising those most nearly satisfying said test parameters including said time parameter and said geographic parameter;

installing one of a plurality of electromagnetic signal testing units in a plurality of vehicles, one or more of the vehicles being the vehicle assigned to one each of said one or more optimal routes;

gathering electromagnetic signal data using said electromagnetic signal testing units installed in said one or more vehicles while operating said one or more vehicles according to said dispatch plan; and

receiving data gathered by each of said plurality of signal testing units.

2.   (Previously Presented) The method of claim 1, wherein said route data includes a start location, an end location, and one or more intermediate stop locations.

3.   (Previously Presented) The method of claim 2, wherein said geographic parameter further comprises:

one or more tower identifiers, each defining a tower location, and

one or more sector identifiers, each of said one or more sector identifiers comprising a sector location and an antenna configuration.

4.   (Previously Presented) The method of claim 2, wherein said route data includes a start time corresponding to said start location, an end time corresponding to said end location, and one or more intermediate stop durations corresponding to said one or more intermediate stop locations.

5.   (Currently Amended) The method of claim 4, wherein said time parameter further comprises:

one or more lingering parameters, each of said one or more lingering parameters comprising a linger duration, a tower identifier, and a sector identifier and wherein the optimal routes comprise those most nearly satisfying said test parameters including said time parameter, said geographic parameter, and said linger parameter.

6.   (Previously Presented) The method of claim 1, wherein said test parameters further comprise:

one or more unit parameters, each of said one or more unit parameters comprising a unit type and a unit feature; and

a quantity parameter defining an available number of said units,

and wherein said vehicle data includes a number of vehicles in said fleet.

7.   (Previously Presented) The method of claim 1, wherein said step of installing further comprises providing a universal bracket in each vehicle in said fleet, said bracket being configured to releasably receive any of a variety of types of said testing units.

8.   (Previously Presented) The method of claim 1, wherein said step of establishing test parameters further comprises:

assigning a weight to one or more of said test parameters, each of said weights correlated to the importance of said one or more of said test parameters relative to the other test parameters.

9.   (Original) The method of claim 1, wherein said step of comparing said test parameters to said dispatch plan is executed by a computer software program product.

10.   (Previously Presented) The method of claim 1, wherein said step of establishing said test parameters is accomplished by a wireless provider, said wireless provider being generally unrelated to said service enterprise.

11.   (Previously Presented) A computer software program product comprising at least one computer-readable storage medium having computer-readable program code portions stored therein for testing electromagnetic signal strength near a target area, the computer-readable program code portions comprising:

a first executable portion configured to store test parameters including a time parameter and a geographic parameter, wherein the time parameter comprises a time-of-day testing window;

a second executable portion configured to store a dispatch plan for a fleet of vehicles serving a territory near said target area, each of said vehicles being assigned to one of a plurality of routes according to a dispatch plan that is configured for purposes other than electromagnetic signal testing, said dispatch plan comprising vehicle data and route data;

a third executable portion configured to compare said test parameters to said dispatch plan for each of said plurality of routes;

a fourth executable portion configured to identify one or more optimal routes from among said plurality of routes based on the results of said third executable portion, said optimal routes comprising those most nearly satisfying said test parameters including said time parameter and said geographic parameter;

        a fifth executable portion configured to identify respective vehicles assigned to each of said one or more optimal routes, said respective vehicles to receive one of a plurality of electromagnetic signal testing units; and

        a sixth executable portion configured to receive data gathered by each of said plurality of signal testing units.

12.   (Previously Presented) The computer software program product of claim 11, wherein said second executable portion is further configured to store route data including a start location, an end location, and one or more intermediate stop locations.

13.   (Previously Presented) The computer software program product of claim 12, wherein said geographic parameter comprises:

        one or more tower identifiers, each defining a tower location, and

        one or more sector identifiers, each of said one or more sector identifiers comprising a sector location and an antenna configuration.

14.   (Previously Presented) The computer software program product of claim 12, wherein said second executable portion is further configured to store route data including a start time corresponding to said start location, an end time corresponding to said end location, and one or more intermediate stop durations corresponding to said one or more intermediate stop locations.

15.   (Currently Amended) The computer software program product of claim 14, wherein said time parameter comprises:

        one or more lingering parameters, each of said one or more lingering parameters comprising a linger duration, a tower identifier, and a sector identifier <u>and wherein the optimal routes comprise those most nearly satisfying said test parameters including said time parameter, said geographic parameter, and said linger parameter</u>.

16.   (Original) The computer software program product of claim 11, wherein said first executable portion is further configured to store test parameters including:

one or more unit parameters, each of said one or more unit parameters comprising a unit type and a unit feature, and

a quantity parameter defining an available number of said units,

and wherein said second executable portion is further configured to store vehicle data including a number of vehicles in said fleet.

17.   (Original) The computer software program product of claim 11, wherein said first executable portion is further configured to store a weight assigned to one or more of said test parameters, each of said weights correlated to the importance of said one or more of said test parameters relative to the others.

18.   (Previously Presented) A system for testing electromagnetic signal strength near a target area, wherein a wireless provider establishing test parameters, said system comprising:

a plurality of electromagnetic signal testing units;

a service enterprise having a fleet of vehicles serving a territory near said target area, each of said vehicles in said fleet assigned to one of a plurality of routes according to a dispatch plan configured for purposes other than electromagnetic signal testing, said dispatch plan comprising vehicle data and plan data;

means for comparing said test parameters to said dispatch plan for each of said plurality of routes;

means for identifying one or more optimal routes from among said plurality of routes based on results from said comparing means, said optimal routes comprising those most nearly satisfying said test parameters including a time parameter and a geographic parameter, wherein said time parameter comprises a time-of-day testing window, and wherein one of said plurality of testing units is installed in a respective one of said fleet vehicles, said respective vehicle being assigned to one of said one or more optimal routes; and

a receiver for receiving data gathered by each of said plurality of signal testing units.

19.　(Previously Presented) The system of claim 18, wherein said route data includes a start location, an end location, and one or more intermediate stop locations.

20.　(Previously Presented) The system of claim 19, wherein said geographic parameter further comprises:

one or more tower identifiers, each defining a tower location; and

one or more sector identifiers, each of said one or more sector identifiers comprising a sector location and an antenna configuration.

21.　(Previously Presented) The system of claim 18, wherein said route data includes a start time corresponding to said start location, an end time corresponding to said end location, and one or more intermediate stop durations corresponding to said one or more intermediate stop locations.

22.　(Currently Amended) The system of claim 21, wherein said time parameter further comprises:

one or more lingering parameters, each of said one or more lingering parameters comprising a linger duration, a tower identifier, and a sector identifier and wherein the optimal routes comprise those most nearly satisfying said test parameters including said time parameter, said geographic parameter, and said linger parameter.

23.　(Previously Presented) The system of claim 18, wherein said test parameters further comprise:

one or more unit parameters, each of said one or more unit parameters comprising a unit type and a unit feature; and

a quantity parameter defining an available number of said units,

and wherein said vehicle data includes a number of vehicles in said fleet.

24.　(Previously Presented) The system of claim 18, further comprising:

a universal bracket in each vehicle in said fleet, said bracket being configured to releasably receive any of a variety of types of said testing units.

25.   (Previously Presented) The system of claim 18, wherein said test parameters further comprise:

a weight assigned to one or more of said test parameters, each of said weights being correlated to the importance of said one or more of said test parameters relative to the others.

26.   (Original) The system of claim 18, wherein said comparing means comprises a computer software program product.

27.   (Original) The system of claim 18, wherein said identifying means comprises a computer software program product.

28.   (Original) The system of claim 18, wherein said wireless provider is generally unrelated to said service enterprise.

29.   (Previously Presented) A system for testing electromagnetic signal strength a near a target area wherein a wireless provider establishes a set of test parameters for the test, said system comprising:

a plurality of electromagnetic signal testing units;

a service enterprise having a fleet of vehicles serving a territory near said target area, each of said vehicles in said fleet assigned to one of a plurality of routes according to a dispatch plan configured for purposes other than electromagnetic signal testing, said dispatch plan comprising vehicle data and plan data;

a computing device programmed to perform the steps of:

comparing said test parameters to said dispatch plan for each of said plurality of routes;

identifying one or more optimal routes from among said plurality of routes based on results from said comparing means, said optimal routes comprising those most nearly satisfying said test parameters including said time parameter and said geographic parameter, wherein the time parameter comprises a time-of-day testing window, and wherein one of said plurality of testing units is installed in a respective one of said fleet vehicles assigned to one of said one or more optimal routes; and

a receiver for receiving data gathered by each of said plurality of signal testing units.